

Current Status of the Czechoslovak Aircraft Industry: The Czechoslovak aircraft industry currently is in a period of transition, as indicated by replacement in production of current models by newer aircraft. In early 1958 production of FARMER* (MIG-19) began to supplant production of Midget (U-MIG-15) at Vodochody. A study of numerous sightings of the factory area, however, indicates that this change-over has extended over a surprisingly long period. Series production of Farmer probably has been delayed by manufacturing difficulties in Czechoslovakia. Less likely possibilities are that the decision to produce Farmer was reversed, or that components are shipped away by rail, to be assembled elsewhere. It might be noted that only a few Farmers carrying Czechoslovak Air Force markings have been seen.

In addition to the introduction of Farmer, other changes have been programmed. On 10 October 1958, an Il-14T was publicly displayed at Prague. ^{1/} It is probable that this new version of Crate will supplement or possibly will supplant older versions at the Cakovice-Letnany complex.

* A brief description of the various aircraft mentioned in this report is found on page 3.

At the Chocem "Orlican" plant production of the L-60 "Brigadýr" is continuing but probably will be replaced in mid-1959 by the L-40 "Vita-Sokol". The "Superaer," in series production at the Kunovice "Let" plant, possibly will be replaced in late 1959 by the L-200 "Morava". At the "Moravan" plant in Otrokovice, however, production of the "Zlin" series of trainers probably will continue although development of two helicopter types is underway there.

Even more far-reaching changes may be projected for the Czechoslovak aircraft industry as well as for the aircraft industries of Eastern Europe. Recently Richard Dvorak, Czechoslovak Minister of Foreign Trade, and other spokesmen for CHEMA (Council for Mutual Economic Cooperation) have indicated that parallel low-rate production of similar products^{2/} would be eliminated in Eastern Europe. Instead, production would be concentrated at a few factories producing at a high rate of output. If such a concentration is effected in the aircraft industry, Czechoslovakia's aircraft industry, most advanced in the Soviet Bloc except for that of the USSR, might be expected to produce aircraft of high economic and military value.

MIG-19 (Farmer):

Soviet-designed twin engined single-seat jet fighter.

U-MIG-15 (Midget):

Soviet-designed single-engined two-seat jet trainer.

IL-14T (Crate):

Soviet-designed twin-engined passenger and cargo transport.
The IL-14T is fitted with a large cargo door.

L-60 "Brigadyr"

Czech-designed two-seat high wing utility aircraft.

L-40 "Meta-Sokol"

Czech-designed single-engined three to four-place low-wing utility aircraft.

Aero-145 "Superaero"

Czech-designed five-place twin-engined transport.

L-200 "Morava"

Czech-designed Five-place twin-engined Transport.

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SOURCES

1. AmEmbassy Prague, Despatch Number 181, dated October 24, 1958.
2. Weekly Economic Report on Eastern Europe (210), Summary 1981, 27 August 1958. OUE.